

Inc. (Vermont), of Burlington, VT], jointly seek approval of a revenue pooling agreement under 49 U.S.C. 14302 with respect to their pooled motor passenger and package express transportation services between various points in New York, including services extending between New York, NY, and Montreal, Quebec, Canada.

DATES: Comments on the proposed agreement may be filed with the Board in the form of verified statements on or before September 29, 1997. If comments are filed, applicants' rebuttal statement is due on or before October 17, 1997.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20910 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, send one copy of any comments to each of applicants' representatives: (1) Lawrence E. Lindeman, Suite 311, 218 N. Lee Street, Alexandria, VA 22314-2531; (2) Mark E. Southerst, Greyhound Lines, Inc., P.O. Box 660362, Dallas, TX 75266-0362; and (3) Fritz R. Kahn, Suite 750 West, 1100 New York Avenue, N.W., Washington, DC 20005-3934.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: In *Adirondack Transit Lines, Inc., Pine Hill-Kingston Bus Corp., and Passenger Bus Corporation—Pooling—Greyhound Lines, Inc., and Vermont Transit Company, Inc.*, STB No. MC-F-19190 (Sub-No. 1) (STB served Nov. 26, 1996), the Board approved, in addition to their existing pooled route between New York City and Albany, NY, a service pooling agreement between the Adirondack Group and the Greyhound System over routes that they both operate: (1) Between New York City, and Buffalo, NY; (2) between Albany and Buffalo; (3) between Albany and Long Island, NY; and (4) between New York City and Montreal, Quebec, Canada. These routes serve such intermediate points as Syracuse and Rochester, NY. Under the proposed arrangement, the Adirondack Group and the Greyhound System will also pool their passenger and package express revenues over all of these pooled routes.

Adirondack holds operating authority in No. MC-2835; Pine Hill, in No. MC-2060; and PBC, in No. MC-276393. The Adirondack Group operates more than 1,500 miles of intercity bus routes, predominantly in New York.

Greyhound holds operating authority in No. MC-1515; and Vermont, in No. MC-45626. The Greyhound System

operates more than 90,000 miles of intercity bus routes throughout the nation.

Applicants formerly were direct competitors over the pooled routes. Under their service pooling agreements, they state that they have been able to reduce the number of schedules each of them operates, while providing additional departure times. Applicants note that load factors on their buses have improved, making their operations more economical and efficient than they otherwise would have been. By pooling their revenues as well as their services on these routes, applicants expect to strengthen their commitment to providing safe, convenient, and comfortable bus transportation at reasonable and competitive fares, as each applicant will share financially in the vicissitudes of the pooled-route operations of the other. Applicants assert that their revenue pooling agreement will also facilitate the sharing of certain terminals, to the benefit of the traveling public. They note that they continue to experience keen competition from other modes of passenger travel in the region, including rail passenger service operated by Amtrak, air service operated by at least four airlines, and automobile travel over interstate highways.

Copies of the pooling application may be obtained free of charge by contacting applicants' representatives. A copy of this notice will be served on the Department of Justice, Antitrust Division, 10th Street & Pennsylvania Avenue, N.W., Washington, DC 20530.

Decided: August 20, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 97-22957 Filed 8-27-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Ex Parte No. 552 (Sub-No. 1)]

Railroad Revenue Adequacy—1996 Determination

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of decision.

SUMMARY: On August 28, 1997, the Board served a decision announcing the 1996 revenue adequacy determinations for the Nation's Class I railroads. Three carriers (Illinois Central Railroad Company, Norfolk Southern Railroad

Company, and Soo Line Railroad Company) are found to be revenue adequate.

EFFECTIVE DATE: This decision is effective August 28, 1997.

FOR FURTHER INFORMATION CONTACT: Leonard J. Blistein, (202) 565-1529. (TDD for the hearing impaired: (202) 565-1695.)

SUPPLEMENTARY INFORMATION: The Board is required to make an annual determination of railroad revenue adequacy. A railroad will be considered revenue adequate under 49 U.S.C. 10704(a) if it achieves a rate of return on net investment equal to at least the current cost of capital for the railroad industry for 1996, determined to be 11.9% in *Railroad Cost of Capital—1996*, STB Ex Parte No. 558 (STB served July 16, 1997). In this proceeding, the Board applied the revenue adequacy standards to each Class I railroad, and it found 3 carriers, Illinois Central Railroad Company, Norfolk Southern Railroad Company, and Soo Line Railroad Company, to be revenue adequate.

Additional information is contained in the Board's formal decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., Suite 210, 1925 K Street, N.W., Washington, DC 20423. Telephone: (202) 289-4357. (Assistance for the hearing impaired is available through TDD services (202) 565-1695.)

Environmental and Energy Considerations

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Regulatory Flexibility Analysis

Pursuant to 5 U.S.C. 603(b), we conclude that our action in this proceeding will not have a significant economic impact on a substantial number of small entities. The purpose and effect of the action is merely to update the annual railroad industry revenue adequacy finding. No new reporting or other regulatory requirements are imposed, directly or indirectly, on small entities.

Decided: August 14, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary.

[FR Doc. 97-22960 Filed 8-27-97; 8:45 am]

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